THE WRITING OF A PLAY

Metamorphosis of Sothern's "Captain Lettarblair."

NOW MISS MERINGTON WROTE IT

An Interesting Chat with the Author of the Only Artistic Success of the Present Season in New York-The Many Trials of a New Playwright.



NY person who suddenly achieves fame at once be comes an interesting character, and these days when a large majority of American theatrical managers are assiduously engaged in asseverating that

good plays come only from the other side of "the pond," the personality of the man or woman who up sets this delusion is a subject of which the public at large and the "suckling Sardous" in particular delight to read.

Genius is a very rare thing, and there are always lots of purchasers after it. In fact, so shrewd a manager as Mr. Field, of the Boston Museum, has ordered from Miss Merington a serious play called "Goodby," which will be produced in Oc-tober or November.

On the surface "Captain Lettarblair" appears to the outsider only as a play which was given at a trial matinee last spring, and produced in August at the Lyceum theater, New York. I was curious to know how this young woman, entirely ignorant of professional theatrical matters. had been able even to secure a hearing for her play from Mr. Sothern, and I confess that the story, as told me by Miss Merington, has increased rather than diminished

my surprise.

Miss Merington has long taken an interest in amateur theatricals. She has a lady friend of similar tastes, and the embryo playwright was constantly suggesting that this, that or the other thing would make a pretty scene. As Miss Merington is a lady of high literary attainments, as her con-tributions to the magazines will attest, her friend, who is also an intimate acquintance of Edward Sothern, suggested that she adopt dramatic writing as a profession, and promised to send Mr. Sothern to see her. As the actor was at that time sadly in need of a play the preliminary portion of the programme went through without a hitch.

Three years ago Mr. Sothern first visited Miss Merington at the request of the mutual, and in this case it must be admitted helpful, friend. The interview on that oc casion was not a particularly comprehenaive one, as the actor only explained to the aspiring playwright the line of characters which he desired to play. Among others he mentioned that the Irish gentleman would be a type new to the stage.

For a few days Miss Merington busied her mind with concocting interesting stories revolving about the central figure of an Irish gentleman. Then she wrote a first act, sev eral times too long, which she sent to Mr Sothern, who paid her another visit in the following spring, and told her very frankly that her work was unactable, but the story as detailed to him possessed vitality. Then he went away, and Miss Merington, instead of becoming disheartened, resolutely set to work, rewrote the first act and after-

ward finished the play.
On the occasion of Mr. Sothern's next
visit, after the close of the season, he explained that while he liked "Lettarblair," he believed that it would be more to his interest to play Henry Arthur Jones' "The Dancing Girl" during his next tour. He advised her to sell her comedy to any one who would produce it promptly, but also told her that if she cared to wait until he got ready he would put it on. Later in the season, after there had been a good deal of revising done, Mr. Sothern notified Miss Merington that he would give "Lettarblair" a trial matinee at the Lyceum. This was done, and the press notices were on the whole extremely favorable, although there were manifest crudities to which Miss Merington told me that even she was not blind. Next morning Mr. Sothern delighted the hopeful author with the announcement that he had decided to use "Lettarblair" for the season of 1892-8.

Miss Merington spent a part of the past summer with that prince of kindly men, Joseph Jefferson. By his advice much pruning was done, and two irrelevant characters were ruthlessly eliminated, so that the piece as produced at the Lyceum last month stood forth a nearly faultless piece of dramatic construction.

Miss Merington is probably less than twenty-five years old. Her face denotes the strongest intellectuality, and she has a terse and incisive manner of expressing herself which is positively captivating. She is tall, rather slender, and though not robust in constitution is a devotee of swimming. She lives in a little cottage-



MISS MARGUERITE MERINGTON. like house at the corner of One Hundred and Forty-first street and the Grand Bouleward, only a few rods away from the Hudson river, and it was at a window commanding this beautiful view that "Captain Lettarblair" was slowly created.

Miss Merington was not born in the United States, but has lived here since she was a little child. Her modesty at her schievement, the magnitude of which she seems scarcely to realize, makes her a somewhat difficult person to interview. She says that she will make playwriting her life work.

There is encouragement in Miss Merington's experience for aspiring dramatic au Had she given up at the first, second or third obstacle encountered success would have eluded her, and the American stage would have suffered accordingly. OCTAVUS COHEN.

Important to Fleshy People.

We have noticed a page article in the Globe on reducing weight at a very small expense. It will pay our readers to send a two cent stamp for a copy to Cook Circulating Library, 36 east Washington street, Chicago, Ill.

"Your Last Chance This Season."

01. ONLY 01. Round trip to Norfolk or Newport News by steamer Ariel Saturday night, Septem bar 17th. Tickets also good to return fol-lowing Tuesday. THREE GREAT YACHT DESIGNERS.

Richardson, Payne and Kemp, Who Want Britanuis to Rule the Waves. Three famous Eaglish yachtamen who are striving hard to keep Britannia at work ruling the waves, a task at which she has been a failure so far as yachting is concerned, are Alexander Richardson, Arthur E. Payne and Dixon Kemp. Richardson is a Liverpool man, and his principal claim to fame rests upon the fact that he de-



PAYNE. RICHARDSON. KEMP. signed the big yacht Iverna, said to be the swiftest sailing craft of her size in Great Britain. He also designed the Stranger. the Lily, the Lorna and other well known

Payne resides at Southampton. He is thirty-four years of age, and one of his most famous yachts is the 40-rater Corsair. His little 10-rater, the Decima, made a mark in 1889 that has never been beaten. The Babe, still another flyer, won thirty-six first prizes out of forty-five starts last year. Payne has also designed a score of

other swift yachts.
Dixon Kemp not only designs wonderful yachts, but he writes very readable articles about yachting. He was born on the Isle of Wight about fifty-three years ago. American yachtsmen admire his undoubted talent as a writer and designer, but his extremely partisan attacks on Yankee yachts have lost him many admirers on this side. It was Kemp who placed such unfair restrictions on the Mayflower's centerboard that General Paine, her owner, could not again match her against British

The America cup is still in the possession of Yankee yachtsmen, and owing to a dispute about the deed of gift is likely to remain here for years to come.

He Broke Captain Stricker's Jaw. William Halligan who recently gained considerable notoriety by breaking Captain Stricker's jaw during an altercation in the dressing room of the Baltimore Baseball club, is a native of Canandaigua, N. Y., and began his professional career as a fielder with the Buffalos in 1888. In the



WILLIAM HALLIGAN.

following year he went west, and in 1890 and the early part of 1891 he was with the Omaha club, playing right field. His heavy batting and general good playing attracted the attention of the Cincinnati club managers and he was signed by them

He was released soon afterward by Cincinnati and was at once signed by the Ealtimores, with whom he was playing when the assault occurred. Halligan's act was denounced by the press, and there was talk of placing him on the blacklist, but it was not done.

Wheelman W. C. Thorne.

W. C. Thorne, of Chicago, is a devotee of bicycling well known to wheelmen the country over. He has not only won fame as a rider during his long track career, but he has also attracted attention of late by his work as a mem-



ber of the national racing board of the League American Wheelmen. Although Thorne is only twenty-nine years of age he is a veteran among cyclists, for he be gan wheeling in 1876. When the safety wheel first came into use Thorne won con-

siderable reputa-W. C. THORNE. tion as a hill climber and captured many races. At Peoria in 1889 Thorne defeated the famous Bert Myers and rode second to W. D. Bauker, the safety champion that year, in an exciting safety contest.

Thorne then won twenty good races in succession, among them being the Chicago exposition's twenty-five mile race, in which Thorne defeated Van Wagoner and other fast men, and won the title of "Safety king." In his racing career Thorne has beaten such famous riders as P. J. Berlo, George K. Barrett and W. F. Murphy.

SPORTING NOTES.

At New York recently George Taylor, the world's champion one mile bleyclist, defeated ex-champion W. W. Windle in a quarter mile contest.

J. H. Clausen, who has resigned from the Boston Athletic association, will not be allowed to compete for another New England club for a year.

George Schwegler, champion broad jumper of Canada, will endeavor to lower the world's record this season.

H. H. Baxter, the famous pole vaulter, will compete in the annual A. A. U. chanpionships at New York Oct. 1. He is is good form.

P. J. Berlo recently broke the world's two mile bicycling record, 4m. 484-5s., made by George Taylor last fall. Berlo's time was 4m. 48 2-5s.

The Superior MEDICINE

for all forms of blood disease.

AYER'S Sarsaparilla

the health restorer, and health maintainer.

Gures Others will cure you.



Patrolman Julius Zeidler

Of the Brooklyn, N. Y., Police Force, gladly testifies to the merit of Hood's Sarsaparilla. His wife takes it for dizziness and indigestion and it works charmingly. "The children also take it with great benefit. It is without doubt a most excellent thing for That Tired Feeling. I cheerfully recommend

Hood's Sarsaparilla and Hood's Pills to every one who wishes to have health and comfort." Get HOOD'S.

HOOD'S PILLS cure liver ills, constipation, faundice, and sick headache.

CARTER'S

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little plis valuable in so many ways that shey will not be willing to do without them. But after all sick head

is the bane of so many lives that here is where we make our great boast. Our pills cure is while others do not.

CAFTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a see. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; the for \$1. Sold everywhere, or sent by mall the for \$1. Sold everywhere, or sent by mall the property applicable on the property of the prop CARTER MEDICINE CO., New York.

Small Pill Small Dega Small Prica AUCTION SALES.Future Days.

> By Augustine Royall & Co., and R. B. Chaffin & Co.,

Real Estate Auctioneers. TRUSTEES SALE OF A

VERY VALUABLE RESIDENCE, CORNER ELEVENTH AND STOCKTON STREETS.

IN THE CITY OF MANCHESTER, VA., ON

MONDAY, SEPTEMBER 19, 1802, AT 5:30 O'CLOCK P. M., ON THE PREMISES.

By virtue of a deed of trust executed to the undersigned by Bettie E, and E. B. Howle, dated July 3, 1890, and duly of record in the hustings court clerk's office for said city D. B. 11 page 407, and being required so to do by the beneficiary, we willised at public auction on the day and hour alove prescribed that truly valuable house and lot on the northeast corner of Eleventh and Stockton streets, in said city. The lot fronts 38 feet on Eleventh street by 132 feet deep. There is a good frame building on this lot, containing about eight rooms, all in nice order. This desirable property will make any one a good home.

home.
Tenns: Cash, as to expense of sale; taxes, if any be due and pay off a debt due and secured by said trust deed of \$1.57-67 the balance upon such terms as will be announced at sale. But more liberal terms may be given by consent of all parties interested.
JULIUS STRAUS.
W. J. WESTWOOD,
R. B. CHAFFIN.
sein-tds
Trustees.

TRUSTEE'S SALE OF LAND.-By virtu. of a deed of trust executed to the under signed, trustee, by John J. Mitchell, trustee. on the 1st day of July, 1872, and recorded July 5th, 1872, in Deed-Book 18, page 237, in Nelson County Clerk's office. I will proceed to sell, at public auction, to the highest bidder, on SEPTEMBER 2618, 1892,

that being county court day for said county of Nelson at the court-house stiles thereof, the HOUSE and LOT lately in possession of said John J. Mitchell, containing about S VEN ACRES, and lying one mile west of Montreal Depot in said county, being required so to sell by J. R. Peetles, assignee of said deed.

IN FALL TRIM: SCHAAP'S, 519 E AST BROAD STREET. We are showing advance styles in FALL HATS.



We are solo agents for the genuine Miller Hat, the nobblest for young men. Hosiery, Underwear and Gloves for fall and winter. See our \$1.00 Walking Glove. A. & C. E. SCHAAP, Gent's Furnishers and Hatters.

REMOVAL. DR. PARKER HAS REMOVED

HIS OFFICE AND RESIDENCE From 709 east Grace

To 712 EAST FRANKLIN (same block),



BOARDERS WANTED.

A FEW GENTLEMEN CAN'BE ACCOMMOA DATED WITH BOARD IN A PRIVATE
FAMILY. Apply at 806 south Fourth street
(Gamble's Hill).

By E. A. Catlin, Anchoneser, Nos. 5 and 7 north Eleventh street. COMMISSIONERS SALE

AUCTION SALES PROOFS Days.

MAGNIFICENT GRANITE PROPERTY, NEAR FOREST HILL PARK, ON THE RICHMOND AND DANVILLE

RAILEOAD.

By virtue of a decree of the Chancery Court of Richmond, entered July 29, 1882, in the suit of Harvey F. Smith against Nether-wood and others, we will sell at public sale, at the office of the auctioneer, Nos. 5 and 7 north Eleventh street, Richmond, Va., on

THURSDAY, SEPTEMBER 22, 1892,

at 12 o'clock M. the tract of land centaining 1181-100 acres, situated in Chesterfield county between "Woodland Heights" and James river and just west of Forest Hill Park. on which is the quarry which has lately been worked by the Standard Granite Company. The Danville railroad runs through this tract, and consequently the shipping facilities are all that could be desired. The granite, which is practically inexhaustible, is of a most beautiful blue tint, and has been much sought after for monumental and decorative work. Map can be seen at other of auctioneer.

work. Hap can to make the residue in three equal payments at six, twolve and eighteen months from day of sale, evidenced by the bonds of the purchasers, with interest added, the title to be retained until the entire purchase money is paid and a deed ordered by the court.

D. C. EICHARLSON.
PHIL. B. SHELLD,
W. H. BEVERIDGE,
Special Commissioners.

Smith. plaintiff, against Notherwood and others, defendants—In the Chancery Court of the city of Richmond.

of the city of Richmond.

I. Charles W. Goddin, clerk of said court, certify that the bond required of the special commissioners by the decree in said cause of July 23, 1892, has been duly given.

Given under my hand this 15th day of September, 1892, CHARLES W. GODDIN, sep16-td.

By Chewning & Rose, Real Estate Agents, Auctioneers and Brokers. No. 6 north Tenth street.

TRUSTEES' AUCTION SALE

OF A NICE, SNUG FRAME TENEMENT DWELLING,

ON BOYD STREET BETWEEN NORTON AND HABRISON STREETS.

By virtue of a certain deed of trust dated the 29th day of March, 1890, and of record in the clerk's office of the Richmond Chan-cery Court, in Deed Book 140 C, page 176, default having been made in the payment of a portion of the debt thereby secured, and being required so to do by the bene-ficiary, we will sell by auction, upon the premises, on

TUESDAY, the 20th Day of September, 1802, TUESDAY, the 20th Day of September, 1892, at 4:30 o'clock P. M., all that certain lot, plece or parcel of iand, with a new frame dwelling thereon, lying and being in the city of Richmond, on the south line of Boyd, between Norton and Harrison streets, and bounded as follows: Commencing at a point on the south line of Boyd street, 111 feet cast of its intersection with the east line of Norton street, running thence eastwardly along the said south line of Boyd street and fronting thereon 15 feet, or to the centre of the partition dividing the property hereby conveyed from that adjoining it on the east, thence back southwardly between parallel lines 100 feet to an alley in the rear 10 feet wide, and designated as No. 1216 west Boyd street.

street.

DERMS: By consent, one-third cash, the balance at six and twelve months, secured by deed of trust upon the property.

A. J. CHEWNING,
F. SITTERDING,
Thustees.

By E. A. Catlin, 5 and 7 north Eleventh street.

By VIRTUE OF A DEED OF TRUST, office of Richmond Chancery 'Court, default having been made in the payment of the bond therein secured, we will sell at public auction. WEDNESDAY, SEPTEMBER 21, 1892,

WEDNESDAY, SEPTEMBER 21, 1892,
at 5 o'clock the PREMISES. No. 524 north
Twenty-first street, fronting 30 feet and extending back 157 feet to an alley 20 feet wide.
TERMS: Cash sufficient to pay the costs of
executing this trust and to pay the amount of
money due on said bond, amounting to
\$780.71, and the balance on such time as may
be announced at sale.
HENRY S. HUTZLER,
N. D. HARGROVE,
F. T. SUTTON.

sei8-td

Trustees.

REAL ESTATE AT PRIVATE SALE.

On the ATLANTIC COAST LINE, 125 miles south of Richmond, Va., offers the most flattering opportunities for business and investment of any town in the

POPULATION

Has increased in one year from 1.194 to 2,500; 165 new dwellings and stores and 7 new tobacco leaf houses have been built. All are occupied and the demand not half supplied.

ROCKY MOUNT COTTON MILLS

Are increasing their capacity from 15,000 to 30,(0) spindles and will employ 1,200 operatives.

THE ATLANTIC COAST LINE R.R.

Are building their main yards and shops there. Several buildings are under roof. Miles of track are being laid and several hundred new hands will be en-ployed in the fall. All this accomplished

Merchants and Manufacturers, Rocky Mount is the most promising point for business in the whole South. For information write to Rocky Mt. Improvement and Manufact'g Co.

ARBINGTON & ARBINGTON, J. H. LOGAN, General Manager.

EVERYBODY IS GOING TO BARTON BERGETS TEN HOUSES IN COURSE OF CON-STRUCTION.

VIADUCT COMPLETED. FREE PASS-AGE TO LOT OWNERS. Street-Car Line Under Way, Five-Cent Eare to any part of City.

PURE WATER, COOL BREEZES. GREAT ADVANTAGES. LOW PRICES. MONTHLY PAYMENTS.

Offices, 819 E. Main and Barton Heights. (fe 27-1r)

MEETINGS.

A MEETING OF THE STOCKHOLDERS
WORKS will be held at 10 o'clock A. M.
OCTOBER 4, 18-2, at the residence of the
Secretary, East Richmond, Va., for the transaction of general business.
By order of the Board of Directors.
se4-30t
W. C. MARCY, Secretary.

BLUMOND, VA. August 20, 1892.

A GENERAL MEETING OF THE STOCKA HOLDERS OF THE NEWPORT NEWS
BUILDING COMPANY will be held at 821
east Main street, Richmond, Va., on TUESDAY, SEPTEMBER 20, 1892, at 12 o clock M., for
the purpose of considering and acting upon
certain proposed changes in the plan and
operations of the combany.

By order of the Board of Directors.
SAMUEL S. ELAM,
au 21-td Secretary.

DISSOLUTION.—THE TERM OF THE undership association formed by the undersigned and conducted under the firmname of GRIGG, HULL, & CO. dimited, will expire by the articles of copartnership September 24, 1882.

Apover 34, 1822.

Apover 34, 1822.

BAILHOADE

R. W. COURTNEY,
Passenger Agent.
W. B. BEVILLA
General Passenger Agent.
General Office. Roznoke, Va.

RICHMOND, FREDERICKSBURG AND PO-TOMAG RAILROAD.—Schedule commenc-

FREDERICKSBURG ACCOMMODATION

DAILY EXCEPT SUNDAY. 4.00 P. M., leaves Byrd-street station; arrives at Fredericksburg at 6: P. M.

A TLANTIC COAST LINE.

No. Richmond. Petersburg.

33— '9:00 A. M. 9:83 A. M. Norfolk Special.
25— '9:15 A. M. 16:00 A. M. Through Frain.
89— '8:10 P. M. 8:35 P. M. Accommodation.
41— '19:20 P. M. 1:60 P. M. Accommodation.
27— '2:58 P. M. 3:35 P. M. Fast Mail.
35— '5:45 P. M. 6:40 P. M. Norfolk Connec'n.
57— '11:40 P. M. 19:23 A. M. Accommodation.
48— 7:10 A. M. 8:20 A. M. sunday Accom.
46— 4:50 P. M. 5:45 P. M. sunday Accom.

TRAINS NORTHWARD.

STOPPING PLACES.

NEW LINE TO ATLANTA. GA.

RICHMOND CITY AND SEVEN PINES

Trains leave station. Twenty-sixth and P

Leave SUNDAY. Leave Richmond. Seven Fines. 10:00 A. M. 5:00 P. M. 11:00 A. M. 4:00 P. M. 3:00 P. M. 6:00 P. M. 6:00 P. M. 6:00 P. M. 6:00 P. M. Forty-five minutes' run each way. Electris etra pass station. Forturther information call 'Phones No. 8:56 or No. 8:

FARMVILLE AND POWHATAN

RAILROAD. GENERAL OFFICE, 703 MAIN STREET. SCHEDULE IN EFFECT MAY 23, 1892.

12:20 P. M. via Atlantic Coast Line for Farm-ville and intermediate points west of Chester.

5:45 P. M. via Atlantic Coast Line for Ber-

ASSIVE RIGHMOND.

10:30 A. M. via Atlantic Coast Line from Farmville and intermediate stations west

wite and intermedial state of the second west of Chester.

8:25 A. M. via Atlantic Coast Line from Bermuda.

All trains daily except Sunday.

Tickets on sale and baggage checked throughat UNION DEPOT.

General Passenger Agent.

James R. Webth, General Manager. mb 29

PILES Romody Froe. 13START RELIEF. Fina PILES cure in 10 days. Never returns: to purpe; to so saive: no suppository. A victim tried in year remody has discovered a simple cure. which he will mail free to his fellow suf-ferent. Address J. H. BENYER, 5ac 8300, Jan 1 ceh Gay, Ex.

BUNDAY.

Leave

5:30 A. M. 7:30 A. M. 1:30 F. M. 5:45 P. M.

Trains leave at streets, as follows: Leave Richmond. 6:30 A. M. 12:00 M. 8:50 P. M. 6:45 P. M.

A. M. 7:44 A. M. Fast Mail.
A. M. 8:25 A. M. Accommodation.
A. M. 10:27 A. M. Norfolk Frain.
P. M. 2:15 P. M. N. W. Connec a.
P. M. 6:28 P. M. Through Frain.
P. M. 6:28 P. M. Norfolk special.
P. M. 7:45 P. M. Accommodation.
A. M. 9:55 A. Sunday Accom.
P. M. 7:25 P. M. Sunday Accom.

Leave Arrrive Petersburg, Richmond,

No.

ing APRIL 25, 1872 I astern standard time.

RAILROADS. N-& W Norfolk:Western R.R. SCHEDULE IN EFFECT JULY 17, 1892. LEAVE RICHMOND (DAILY), BYRD-STREET STATION. SYRD-STREET STATION. Richmond and Norfolk through express. Arrive Norfolk 11 25 A. M. Stops only at Petersburg. Waverly and Suffolk. 9:00 A. M., For Lynohburg, Roanoke and intermediase stations. No connection beyond Ecanoke except for Winaton-Salem division. 18:20 P. M., For Roanoke, Badford, Pulaski, Bristol and all points South and West via the East Tennessee. Virginia and Georgia railroad. Parlor car Petersburg to Roanoke, and Pullman sleeper Roanoke to Memphis via Knoxville and ChattaBOOGS. SCHEDULE IN EFFECT JULY 17. 188

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST HOUTE SOUTH SCHEDULE IN EFFECT AUGUST 28, 1511

LEAVE RICHMOND:
TRAIN NO. II. STADA. M.
SOUTHERN EXPRESS. daily for Danville. Degreensboro. Winston-Salem. Connects at Keysville 10° Clarksville. Oyford, denderson, Durham and Raleigh through on Richmond to Rati Salisbury, Asheville. Hot Springs, Charlotte. Columbia. Aiken, Augusta. Atlanta. Birmingham, Montgomery. New Orleans, Texas and California. Fullman palson sleeping-cars Richmond to Danville and Danville to Asheville, and Hot Springs, also Danville to Asheville, and Hot Springs, also Danville to Asheville, and Hot Springs, also Danville to Atlanta.

FAST MAIL, daily, for all points South and Southwest Connects at Danville with Pullman Sleeper for Angusta and Atlanta: Greensboro for Durham, Raleigh, de. Connects at Salisbury for Asheville and Western North Carolina stations. Washington and Southwest Vex. tibuled Limited, south-bound, leaves Danville 5:50 A. M. TRAIN No. 17, 6:00 P. M.

A MELIA ACCOMMODATION, daily except

A MELIA ACCOMMODATION. daily except Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

Train No. 12, 6:35 A. M.: No. 19, 5:39 P. M.; No. 18, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT DAILY EXCEPT SUNDAY.

Pallman sleeper Rosanoke to Austraphis via Knoxville and Chatta2:55 P. M., Daily for Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6 P. M.
5:45 P. M., Arrives at Morfolk at 9:20 P. M.
11:40 P. M., For Rosanoke, Radford, Pulasat, Bristol, Also for Binefield, Pocahentas, Elkhorn and attations on Ulinch Valley Division. Also for Louisville and stations on L. & N.
R. K. via Norton: also for Rocky Mount and all stations on WinstonSalem division. Pullman palace sleeper between Richmond and Lynchburg. Herihs ready for occupancy at 9:30 P. M. Also Pullman sleeper Petersburg to Louisville via Norton.

Trains arrive Richmond from Lynchburg and the West daily at 7:44 A. M., 2:15 P. M. and 7:45 P. M.; from Norfolk and the East at 19:30 A. M., 2:15 P. M. and 6:38 P. M.

"Washington and Chattanooga Limited." a train of Pullman coaches and sleeping-cars, runs daily via Shenandoah Valley route, stopping only at Luray, Shenandoah, Basic. Rosanoke and Radford.

R. W. COURTNEY, Passenger Agent. THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK



SCHEDULE IN EFFECT SEPT 18, 1411.

11 TOMAG RAILROAD.—Schodule commencing APRIL 25. 1812 Instern standard time.

834 M., leaves Byrd-street station daily; stops only at Ashland, Doswell, Millord, Fredericksburg, Brooks and Widewaser, Sleeper Washington and New York. Arrives at Washington at 1270 P. M.; Baltimore, P. M.; New York. 3: 0 P. M. leaves Byrd-street station daily except Sunday, Buffet Parlor Car Richmond to New York, Arrives at Washington at 4:50 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:43 P. M.; New York, 10:25 P. M.

7:05 P. M., leaves Byrd-street station daily. Eleaping car litchmond to New York Stops at Other stations on Sundays. Arrives at Washington at 1:10 P. M.; Baltimore, 12:35 A. M.; Philadelphia, 3:43 A. M.; New York, 6:20 A. M.

8:25 P. M., arrives at Byrd-street station daily. Sleeper from New York, 5:00 souly at Widewater, Brooks, Fredericksburg, Milford, a well and Ashland. Stops at other stations on Sundays. Leaves Washington at 4:30 A. M.

8:25 P. M., arrives at Byrd-street station daily. Stops at Fredericksburg, Milford, lowell and Ashland. Sleeper from New York 5:00 and Washington at 4:30 A. M.

8:25 P. M., arrives at Byrd-street station daily. Stops at Fredericksburg. Milford, lowell and Ashland. Sleeper from New York 5:00 A. M.

8:25 P. M., arrives at Byrd-street station daily. Stops at Fredericksburg. Milford, lowell and Ashland. Sleeper from New York to Kichmond, does not stop at Eliba. Leaves Washington and Washington at 5:07 P. M.

9:25 P. M., arrives at Byrd-street station daily. Stops at Byrd-street station daily. Stops at Byrd-street station daily. Stops at Fredericksburg. Milford. Leaves Washington at 5:07 P. M.

FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY. 2-6:00 A. M. Daily for Old Point.

9:00 A. M. Daily for Norfolk and Old Pt. Stops only at Williamsburg.

5-8:00 A. M. Daily for Norfolk and Old Pt. Daily for Norfolk and Old Pt. Daily for Cincinnati.

3-10:45 P. M. Daily for Cincinnati.

31-6:35 P. M. Daily for Doswell.

540 A. M., arrives at Byrd-street station; leaves Fredericksburg at 553 A. M. ASHLAND TRAINS. 5:43 A. M., leaves Fiba: arrives at Ashland as 9:00 A. M. Daily for Lyn'bg&Clifton Fga 6:12 P. M., leaves Elba; arrives at Ashland as
6:15 P. M., arrives at Elba; leaves Ashland as
6:25 P. M., arrives at Elba; leaves Ashland as
6:25 P. M., arrives at Elba; leaves Ashland as
6:25 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. Myrrs, General Superintendent.

No. 1. Pullman for Cincinnati and St. Louis; supper in Dining Car.
No. 3. Pullman and Dining Car for Cincinnati.
No. 31. Councets at Doswell for Washington.
No. 2. Pullman for Old Point, connects at Old Point for Norfolk daily except Sunday.
No. 32. Vestibule train for Old Point and Norfolk.
No. 4. Pullman for Old Point, connects for Norfolk.
No. 9. Solid train for Lynchburg and Clifton Forge.

Forge. No. 11. Parlor Car for Lynchburg.

TRAINS ARRIVE AT RICHMOND. BROAD-ST. STATION.

Daily from N'rf ik and Old P's Daily from N'rf ik and Old P's Daily from N'rf ik and Old P's Daily from Concinnatt. Unity from Doswell. 32- 8:50 Daily from Cincinnati. Ex. Sunday from Clifton Pige. No. Arrive.

JOHN D. POTTS,

VIRGINIA STEAM SOAT COMPANY'S JAMES RIVER LINE for the seashore Cheapest and most plassans route to Norfolk. Porremouth, Old Point, Newport News, Claramont and James liver landings. Connections: At NEWPORT NEWS ON and NORFOLK for Hampston and Smithfield, Va., Washington, b. C., Raltimore, Philadelphia and New York amos ver by oar light. Great tourist the Jamestown, utch hap and war scenery. Rates less than half charged by rail. Fare to Portsmouth and Norfolk, at Mrs. Second trips of second-class. Eaves Richmond svery MON. OAY, We DNESDAY AND FRIDAY AT A. M. (STREET-CARS GO DIRECTLY TO STEAMER'S WHARF for above-named places. Through tickets on sale on steamer and at Carber's Agency. No. 901 Main street, Baggage cheeked through the cooms engaged for day ornight. Freight Preceived daily for above-named places and Eastern North Carolina also, for fastern Shores of Virginia and all regular landings on the James rive, at LOW-EST RATES, and through bills issued.

LUCIEN B. TATUM, Vice President. No. 1117 Main street and Rocketts.

IRVIN WEISLOZE, Freight and Passenger Agent.

PHILADELPHIA, BICHMOND AND NOR.
FOLK STRAMSHIP COMPANY.
Appointed sailing days every TUESDAY and
FRIDAY at 12 M., and every SUNDAY at 5 A. M.
Freight for Tuesday's and Friday's steamers received till 11:00 A. M. For Sunlay's steamer
till 5 P. M. Saturday freight received daily till
5 P. M. or Philadelphia

OLD DOMINION STEAMSHIP COMPANY.



Steamers leave New

mond MONDAY, WEDNESDAY and FRIDAY MORNINGS. MORNINOS.

Fasseuger accommodations unsurpassed.
Cabin lare to New York including meals and berth via James river route. \$ 9 00
Round trip tickets, limited to thirty days after date of issue \$ 14 00
Steerage fare, with subsistence. 5 00
Steerage fare, without subsistence. 5 00
Cabin fare via Chesapeake and Ohio railway and Richmond and Petersburg railroad, tickets limited to four days. 9 00
Round trip tickets, limited to fifteen days.

Round trip tickets, limited to fifteen days.

Tickets can be obtained at Richmond Transfer Com any, 901 east Main street; Chesapeake and Ohio and Richmond and Petersburg depots, and at the company's office, 1301 east Main street, and wharf, Rocketts.

Freight received daily nutil S.P. M.
Passengersleaving Richmond on MONDAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway via Newhort News at 9.20 A. M. and J.P. M., and by Richmond and Petersburg railroad, same days, at 9 A. M. and 218 P. M. will make connection at Norfolk with steamers leaving those days.

WHITTER & SHEPPERSON

LEAVE RICHMOND:
TRAIN No. 10, 3;10 P. M.

I OCAL EXPRESS, daily, except Sunday.
Stops at all stations. At Lester Manor connects with stage for Walkerton; also connects
with Baltimore steamer at West Point.

TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York
river steamer for Baltimore. At Baltimore
steamers connect with Baltimore and Ohio railread for Washington, Philadelphia and New
York, FARE: Richmond to Baltimore, 62; 20
Washington, 23; to Philadelphia, 84:30; New
York, 67:30,
STEAMERS LEAVE BALTIMORE 5 P. M.
POR WEST POINT, daily, except Sunday,
thence by Richmond and Danyilly railroad
to Richmond, arriving at 9:05 A. M. and 10:13
A. M. TRAIN No. 44, 6: 0 A. M.

A. M. TRAIN No. 48. 6:0 A. M. And 10:11

L OCAL MIXED, daily, except Sunday: leaves and intermediate points.
Teket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M., and from 2:00 to 8:20 A. M.
City ticket office, 201 Main street.
Sol. HAAS, W. A. TURK.
Traine Manager.
W. H. GREEN, General Manager.
E. BERKELEY, Superintendent.
J. S. POITS, Passenger Agent.
919 Main street, Richmond.



No. Bichmond. BROAD-STREET STATION.

No. Richmond. EIGHTH-STREET STATION.

No. 5. connects at Gordonsville for Washington; at V. M. Junction for Lynchburg; at Basic City for Shenandosh Valley, North and South, and at Staunton for Harpers Ferry.

No. 1. Pullman for Cincinnati and St. Louis;

RICHMOND AND PETERSBURG RAILROAD Commencing SUNDAY, MAY 22, 1892, at 2 A. M., trains on this road will run as follows:
TRAINS SOUTHWARD.

EIGHTH-ST. STATION. 8:30 A. M. Daily from L'chb'g&Clifu Fg

Division Passenger Agent.

STEAMSHIPS.

Nos. 14, 33 and 36 make no stops. Nos. 23, 34 and 78 stop on signs! at Manchester. Drewry's, Centralia and Chester. No. 27 stops on signal at Manchester only for passengers purchasing tickets to regular stopping piaces for this train south of Petersburg. Nos. 32, 35, 37, 38, 29 40, 41, 42, 43, 44 and 45 will stop on signal at all stations. Pullman Palace Buffet deeping cars on all through trains. On trains Nos. 27 and 14 sleeping-cars between Richmond and Lynchburg, Ya.

NEW LINE TO ATLANTA. GA. NEW LINE TO ATLANTA, GA.

I eaving Richmond e.15 A. al. daily; arriving Weldon 12:20 P. M. and at Atlanta 9 A. M. via 8. A. L. Through sleepers Richmond to Weldon and Weldon to Atlanta.

THE USALY ALL-MAIL LANE TO NORFORK.

ILKAYE.

Richmond. 9:00 A. M. Norfolk. 9:30 P. M. Norfolk. 11:35 A. M. Richmond. 9:00 A. M. Richmond. 19:39 A. M. Norfolk. 7:30 A. M. Richmond. 19:39 A. M. Norfolk. 7:30 A. M. Richmond. 19:39 A. M. Norfolk. 4:00 P. M. Eichmond. 19:39 A. M. Norfolk. 4:00 P. M. Eichmond. 8:38 P. M. The trains leaving Richmond at 9:30 A. M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at fetersburg by the 3:45 P. M. and 2:58 P. M. trains from Richmond for Norfolk.

Trains leaving Richmond at 9:30 A. M. 12:29 P. M. and 11:40 P. M., and arriving at Richmond at 7:44 A. M., 2:15 P. M. and 7:45 P. M. make close connection at Petersburg to and from Parmylie, Lynchburg and West.

R. M. SULLIA.

Superintendent.

T. D. MYERS.

General Superintendent.

T. M. Emerson, Tradic Manager.

For further information apply to
J. W. McCARRICK.
General Southern Agent.
Office, Rocketta.
W. P. CLYDE & CO.

TRI-WEEKLY LINE FOR NEW YORK. Steamers leave Richmond EVERY TUES-DAY, WEDNESDAY and FRIDAY at 5 P M. Manifest closed one hour before sailing time.

York (from Pier so.
North river) for R chmond EVERY MONDAY, WEDNESDAY
and SATURDAY at 3
P. M. arriving in Bick-

those days.

GEORGE W. ALLEN & CO., Agents
No. 1301 Main stree, and
iv 19-tf Company's Wharf, Rocketts.